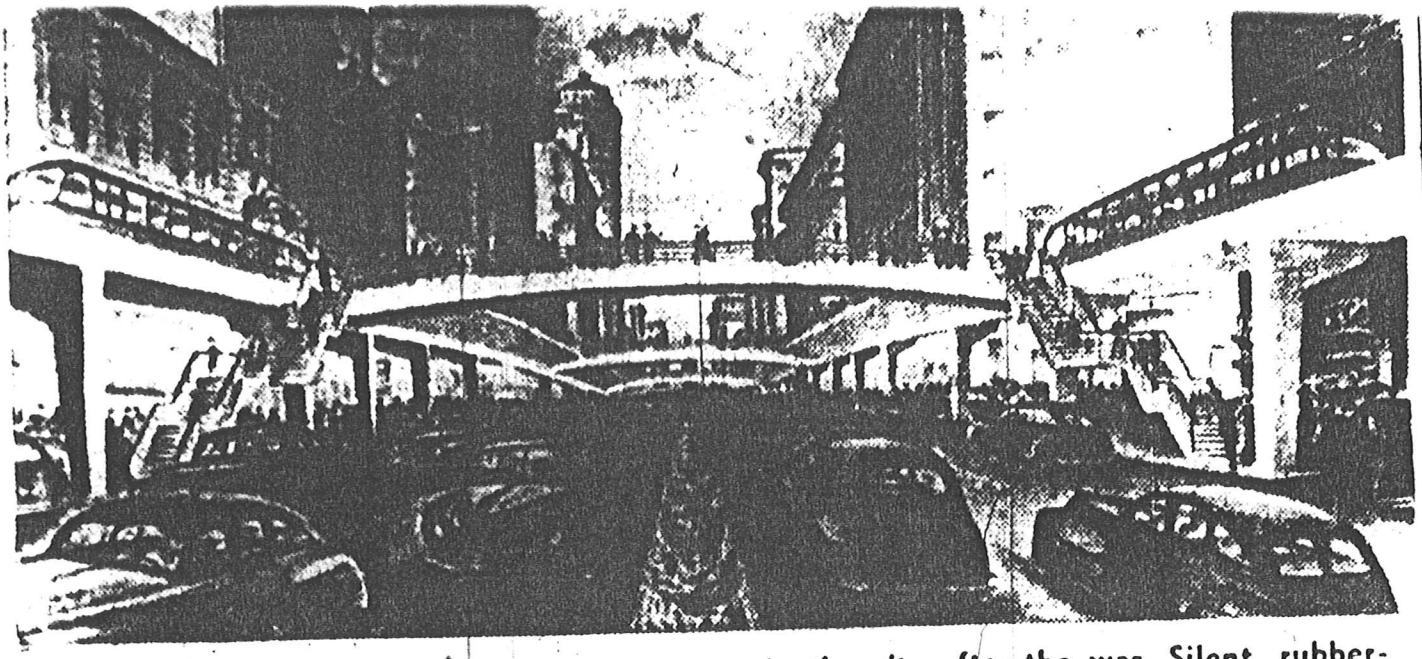


SUPERHIGHWAY—Here is a plan to relieve the traffic situation in San Francisco. It is proposed by Architect Wallace H. Hubbert with the view of keeping people in the city after the war. Silent, rubber-tired buses, guided by mechanical means, would speed their passengers along downtown Market street at second-story level.

Market Street Super Highway
Architect Offers Plan to Speed Traffic

Imagine gliding swiftly and SILENTLY down Market street to your destination at second-story level.

No risking of your neck to catch a street car in the middle of the street. The street has been turned over to automobile traffic. Overhead crossings have been provided for pedestrians.

In lieu of a street car, you ride in a silent rubber-tired, streamlined bus, guided by mechanical means along a narrow elevated highway, hardly wider than the bus itself, above the sidewalk.

Stairways connect this highway with the sidewalk level, and the streamlined highway structure of steel and concrete for the speedy transport vehicle is faced with a smooth, semi-gloss skin of enameled steel relieved by velvet finish aluminum, all flooded with soft but adequate fluorescent lighting.

Sure, it's a dream. But not a Jules Verne dream. It's the conception of Wallace H. Hubbert, architect of 580 Market street, of what San Francisco must have to prevent an exodus from the city and a serious depletion of property values as a result of present transportation difficulties.

It's not something that could be done overnight, he admits, but something for post-war thought. It's cheaper, speedier and safer than present mass transportation methods, Hubbert insists.

Citing the necessity for such a transport system, Hubbert asserted that only the lower-income group will reside in the city unless improved transport makes various parts of the city as conveniently accessible as suburban areas.

Taxes thus would increase relative to values and neighborhood and downtown merchants would suffer from loss of trade.

In contrast, the proposed super highway system would provide an incentive for people to maintain homes within the city, Hubbert contends.

AFL Group Proposes S. F. Post-War Plan

A post-war plan calling for an "immediate answer to the problem of Market street," another bay crossing for rail and freight, high-speed traffic arteries and another Twin Peaks tunnel for autos and buses, was proposed yesterday by the AFL Post-War Planning Committee of San Francisco.

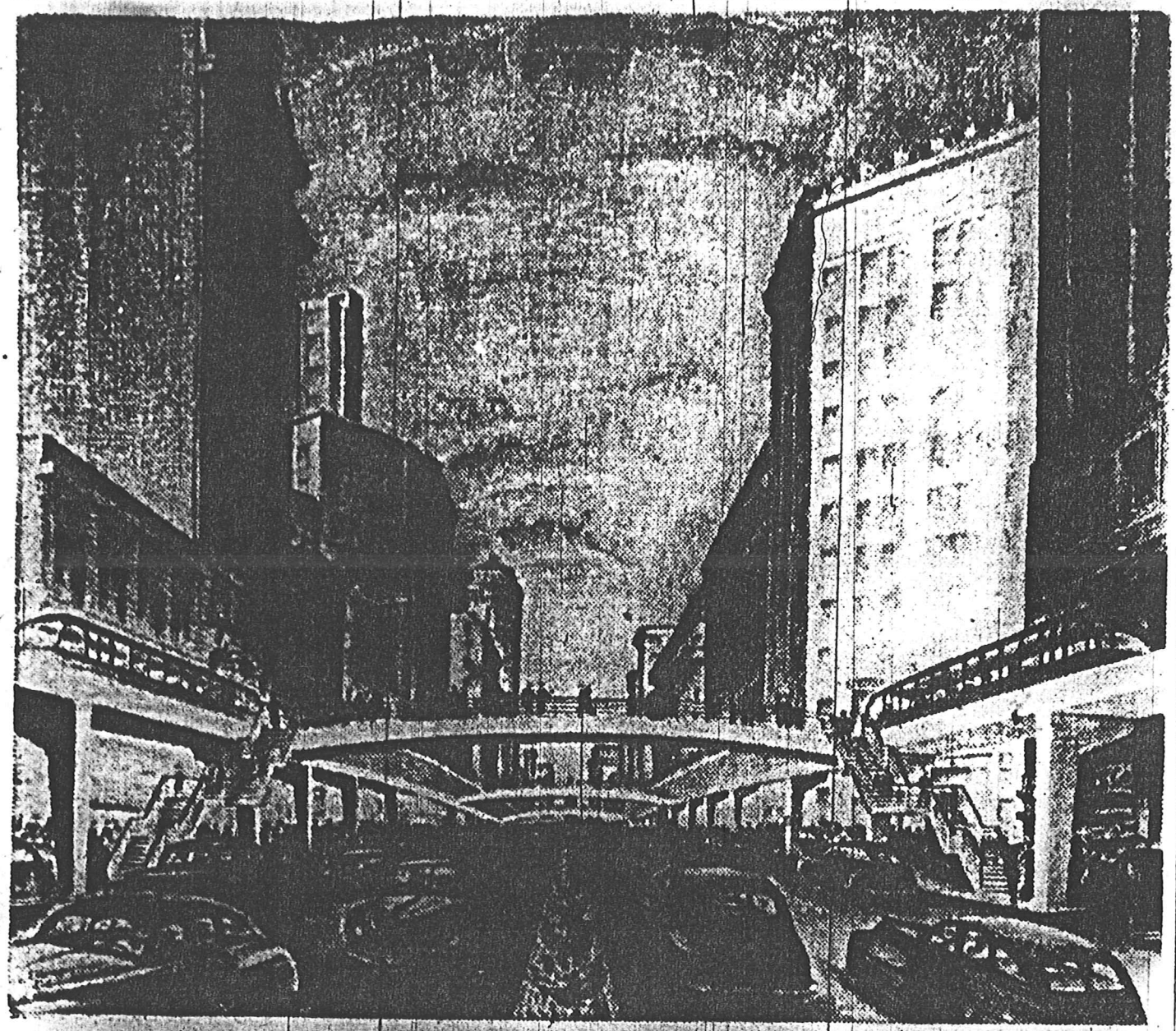
The proposals were being sent in the form of a resolution to all councils affiliated with the AFL for indorsement.

The committee plan asks that the city adopt a complete and comprehensive post-war public works program rather than consider individual projects separately, and cites the airport improvement proposal as an example of "piecemeal" planning.

Suggestions were made on the basis of the six-year post-war improvement report prepared by the city's Planning Commission, and in addition to the above proposals, the labor committee suggested the inclusion of tideland reclamation, a broader program for park and playground development, establishment of small private airports within the city, and a new Civic Center building.

Oakland Air Cadet Dies in Texas Crash

James J. Flaherty, aviation cadet of Oakland, was reported yesterday to have been killed Thursday in a mid-air collision of two training planes near Moore Field, Texas. Flaherty was the son of Mr. and Mrs. Anthony Flaherty, 453 Fifty-sixth street, Oakland.



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Group Starts Drive for Cross-City Highway

Civic Clubs

By BILL SIMONS

In a major drive to obtain better cross-city transportation the Central Council of Civic Clubs will attempt to get action on the Divisional highway this year, President George H. Allen announced yesterday.

A resolution recently passed by the Civic Club Council urges all San Francisco members of the State Legislature to have the highway incorporated in the State secondary highway system.

This, according to Allen, would help speed the project to early completion.

The highway, brain child of the late City Engineer O'Shaughnessy, when completed will run over Divisadero street and over the Castro slope of Twin Peaks to Alemany boulevard, will provide the city with a rapid transit lane connecting the Golden Gate Bridge with roads leading south.

For long the highway has been urged by a group of civic clubs known as the Divisional Highway Association. Clubs belonging to this are located in districts along the route the highway will eventually follow. It is affiliated with the Central Council of Civic Clubs.

Representative Richard J. Welch and the late P. M. Shoaf have led the drive to obtain construction of the project through efforts of the Divisional Highway Association. At present Ross T. Shoaf is president of the group. Joseph P. Osterloh, long-time president of East and West of Castro Street Improvement Club, also has been very active in the work.

Mapping a campaign of district improvement work will consume most of tonight's meeting of East and West of Castro Street Improvement Club, according to President Joseph P. Osterloh.

State Bureau Lists Jobs

Four Positions Open

The following openings and applicants yesterday were listed by the California State Employment Service, commercial office, 154 Sansome street:

OPENINGS

C-375—Female, age 30 to 40, experienced in planning and editing mimeograph and stencil work; good stenographer with ability to plan and edit and direct work of 30 people; thorough knowledge of mimeograph and stencil cutting; executive and pleasing personality. Salary $125 per month.

RC-2—Opening for hardware salesman, age 35 to 55; at least 15 years' experience in hardware sales; knowledge of blue prints for plumbing and electrical installations; position is out of town. Salary $25 per week.

M-161—Bookkeeper, male, age 25 to 30; full charge; ability to operate comptometer. Salary $25 to $30 per week.

C-376—Policy writer, female, under 30, single; good appearance and experience in auto policy writing; permanent position. Salary $80 per month.

APPLICANTS

No. 2006—Civil engineer, age 48, male, veteran; about 12 years' experience with air products firm, water district and with picture company, as salesman, engineer in tunnel construction, and in property department in picture firm; familiar with all types construction equipment; capable, well groomed applicant; good work history.

No. 2007—Stenographer, female, age 26; types 60 to 70; shorthand, 120; eight and one-half years' experience with printing firm, furniture company and with hotel as stenographer-secretary; varitype operator; some credit and collection work; appearance excellent; good qualifications.

Anyone interested in the above listings is invited to call the California State Employment Service, commercial office, EX brook 5656.

Employment Shows Gain in Business

Business conditions continue to show improvement, according to employment statistics for San Francisco for the month of December, P. D. Kristich, manager of the industrial office of the State Employment Service, said yesterday a total of 17,749 persons were seeking employment as of December 31, compared to 20,228 in November.

Coming Events

TODAY

Jewish Community Center, Bridge Social Club, 8 p. m.

S. F. Round Table Club, luncheon, Palace Hotel.

Kiwanis Club, luncheon, 12:15 p. m., Fairmont Hotel.

Redwood Empire Association, conference, Palace Hotel.

TOMORROW

Western Furniture Exchange and Merchandise Mart, talk by N. J. L. Pieper on "Today's Crime Problems," 12 o'clock.

Western Fairs Association, meeting, Palace Hotel.

'The Holy Terror'-

SYNOPSIS

Rudolf Whitlow—"Holy Terror" to his nurse and "dirty little beast" to old Dr. Carstall, who had brought him into the world—had schemed and orated and finally pummeled his way into control of the moribund Popular Socialist party and rejuvenated it with the idea of Anglo-American unity, and unity of the common men of the world against their governments. Concealing his violent opposition to Christianity and all the established organizations and institutions, he managed to talk leaders of the press, labor, finance and politics into neutrality or support of him as a safety valve for the discontent of the masses. He flew to America and was an even greater success there than in his own country. In the meantime, Bodisham—his organization man—was busy in London mapping out a system for control of all the world's activities, each to be run collectively by "masterful men."

Chapter XXXI
TENTACLES MULTIPLY

Rud's ramifying group was extending its tentacles to associate itself with types of revolutionary activity that were either novel or had hitherto played a special discontented role in human affairs. One of Bodisham's leading subdivisions within the great circle was the conception of a cosmopolitan pronunciamento. That would not be the revolution, but it would be an important factor in it. There is no revolution while armed forces remain loyal.

The universal human question, "Why should I do this for that fellow when I might do it for myself?" was more alive than ever in the ranks of the armed and enrolled specialists throughout the world.

Now a new fighting type, the airman, was appearing in the world, men necessarily of a wide geographical range, and all of them living under practically identical conditions. What could prevent their discovering that they had ideas in common, ideas that were totally different from the military traditions of the sovereign states that were so blandly assuming control of them?

They found two vividly contrasted organizers for the common sense propaganda among the military forces of the state, in Reedly, a disgruntled military genius and expert, with a gathering animus against all constituted authority, based on some personal grievance of his own against what he called the "privileged set," and Bellacourt, a brilliant and quite disinterested aeronautical engineer, who had served on the government side in the Spanish civil war and acquired an intense hatred of any kind of bombing.

A Strange Sort Of Co-operation

Both had great energy and organizing ability, and neither was in complete harmony with the Rud-Bodisham-Chiffan-Steenhold gospel. But they co-operated on "parallel independent" lines. Bellacourt was a slight, very fair, taciturn, slow thinking man, but Reedly was a fine, big figure of a soldier, built for a uniform and with a big Kitchener mustache. He was conscious of his abilities and impatient of what he thought to be inferior opinions. This disposition, rather than any particular act, had hampered his promotion.

He came into the Group now as if he was leading in an army. He came in with the almost naked purpose of showing the authorities what a mistake they had made about him. He meant to use the Group. Rud knew he was taking a risk with him. It was to be remarked afterward that Rud rarely interrupted Reedly while he was talking and that he watched his man even when he was taking no part in the discussion.

He came round to headquarters. "I want a world control of aviation. Apparently that is impossible without a revolution and a World State. I gather your movement is out for that. Tell me about it." That was his simple introduction of himself to Rud and Bodisham.

Rud sat back observant and let Bodisham explain.

The only way to make the aviation of the world a common world interest, Bodisham explained, was to make every aviator in the air services you could possibly convert a believer in a common world law and an opponent of nationalism. Bellacourt found this a hard saying, and sat with a frown of perplexity on his fair, not unhandsome face, one arm over the arm of his chair, resisting it.

"I thought one might peace without this R simply through neutr air," he said, almost as plained of them.

World Peac A Single Pr

Bodisham elaborated ments. He and Rud "Reds," he explained, under his breath, "Wha may be."

Rud suggested that should go away for a discuss his problem wi body he met, the more the better. "You will peace is only a single p you deal with it as a w said. "Then it becomes ultimately indivisible.

"But you cannot deal part of it—air union or w as a thing in itself. If oth are not also going on at time, you will never get with that. There is no course, why you personal not specialize absolutely question of the air. B operation. We want you We want a man like y We want an organizer mon sense and common in the air. Just as we wa one to create a parallel tion in the shipping an war material industries.

"For any service or ind function, the real necessit same. In each case you saturate the personnel wi tical clear ideas of the vidual responsibility. You free their minds from bli dience. We want world airmen. There is no need politics at all for you, and for anyone to advocate solidarity of yours outside forces—and the schools an nical schools and factori lead to the air. But all th it will be in line with eve else we are doing."

Bellacourt came back at of his week.

"I believe you are right Bellacourt compactly. "I thought it out. This air b is not to be done by its has to be done. I will jo for the sake of that."

Another interesting addi the Group was Thirp, or a philanthropic prison re a man of some wealth, wh litical ideas it seemed were

It pays to Comp